

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 17:23:00 1994
From: King <jak@ssd.ray.com>
Message-Id: <199410061659.AA07583@sgfb.ssd.ray.com>
Date: Thu, 6 Oct 94 12:59:26 EDT
Subject: Re: 275W Matchbox

Here's my \$.02 worth on the Johnson Matchboxes:

The built-in T/R relay has a 110-V AC coil and was intended to be powered from the 110V output on the Johnson xmtrs... the notorious 'crystal' socket on the rear apron. More than once I've heard an unwitting ricebox owner complain '...never could get that Matchbox to load up.. got rid of it'! The relay must be energized to transmit. The relay also provides receiver antenna output and receiver muting contacts on the terminal strip.

Most of us already have T/R and muting arrangements, so the easiest way to deal with the T/R relay is to defeat it. Solder a heavy gauge wire (I like copper flashing) across the appropriate contacts, and leave the other contacts alone. This is a fairly non-invasive and easily reversible procedure.

Opening the box (both 275 and KW): Yes, lots of screws. The knobs also have to be removed. Before you remove the knobs, rotate them to '0' or '100', and note the position of the rotors on the tuning condensers so that you can get it back together correctly. The tuning of the output condenser isn't intuitively obvious.

General comments: both tuners are absolutely great for tuning a zepp fed with ladder line. I use mine on a 140' center-fed zepp on all bands 80-10 with excellent results. I have both the KW and 275W boxes, and rarely use the KW Matchbox. I have run 900W of RF through the little one on CW with no problem. A fellow up in NH claims he has run 7KW of SSB through the KW box.... the components in the KW box are truly prodigious... they definitely don't build 'em like that anymore! Which brings up another point: the Johnson Matchboxes are truly balanced tuners. The tuners being sold today as 'balanced' tuners are actually unbalanced tuners feeding a balun... which in my experience just doesn't work. You milage may vary, but if you're feeding balanced line, use a balanced tuner.

Good luck with your Matchbox, 73.

John King WA1ABI

--IAA21567.781447368/gatekeeper.ray.com--

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 13:22:31 1994
Date: Thu, 6 Oct 94 06:08:39 HST
From: jeffrey@math.hawaii.edu (Jeffrey Herman)
Message-Id: <9410061608.AA29699@kahuna.math.hawaii.edu>
Subject: 500 kc Part 6

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by Jeffrey Herman

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In the following narrative the ship's name and her callsign have been changed.

Part 6: My First SOS

As mentioned in an earlier part I always sat the 12 hour 500 kc night watch on my duty nights; I loved listening to the steady flow of calls from ships in far off waters. Even though we sat in the Central Pacific I would sometimes even copy a fluttery East Coast US shore station: WOW, I believe. Throughout the night I would hear ghostly, just above the noise level, signals that would fade in and out from who knows where. We used a Beverage-type long wire that stretched over one mile in length, and NMO sat in a very electrically quiet region.

One evening, feeling a bit drowsy (0200 local!), I thought I was dreaming when I heard an extended dash, a pause, another extended dash, a pause, another extended dash, a pause,

Like an electric shock, adrenalin flooded through me at the speed of light - OH MY GOD - SOMEONE IS SENDING AN AUTO ALARM. My eyes shot to the clock to time the dashes: 4 seconds on, 1 second off, 4 seconds on, 1 second off - those 12 long dashes almost froze me. I yelled into the intercom to the chief 'Auto Alarm on 500' knowing at the same time alarm bells were ringing onboard every ship scattered around the Pacific within radio range of the distressed ship. The two-tone AA's were common on the SSB MF distress/calling freq of 2182 kc; Mexican fishing boats used them to call each other. But AA's on 500 kc are *never* sent except when a ship is in distress. This was the first one I'd heard since my radioman school days; I can't put into words

the terror I felt while sitting out the ITU-required 2 minute wait (recall that the ITU dictates every step the distressed vessel's radio officer takes: Auto Alarm, then the 2-minute wait [if possible] while off duty ops on other ships, woken by their Auto Alarm receivers, race to their radio shacks to copy the distress). 500 kc was now in an extended silent period (see part 2 or 3 [or 4?]). Someone started tuning up and was immediately pounced on by myself: QRT SOS was all I needed to send - dead silence. One of the Australian shore stations was sending a CQ at the same time the AA went out - he must have heard the AA through his CQ for he stopped in mid broadcast. Nothing but an occasional static crash - dead silence. Throughout the history of 500 kc never has there been a silence like this I thought. Then it came:

SOS SOS SOS CQ DE DJNK DJNK DJNK SOS BT MV PANAMA TRADER HULL CRACKED IN HEAVY SEAS MAJOR FLOODING 42-27N 42-27N 178-51W 178-51W NOW ABANDONING SHIP SOS BT MASTER AR K

Then came the 10 second-long dash (ITU: for direction finding).

I was first:

SOS DJNK DJND DJNK DE NMO NMO NMO RRR SOS

and after me 500 kc was flooded with dozens of ships and shore stations sending their RRR SOS; the radio op aboard DJNK must have taken some comfort knowing his message was heard by so many. At the same time our AMVER computer was generating a printout of the locations of ships transiting the North Pacific: No ships were in DJNK's area! At least no AMVER reporting ships; it's possible there was a ship close to DJNK that wasn't sending us his AMVER position reports. A very slim possibility but a chance we couldn't ignore. I was ordered by our Rescue Center to send the DDD SOS - to relay DJNK's distress message from our 10 kW transmitter; in A2 first I sent the:

AUTO ALARM (12 four second dashes with a one second pauses)

then with my hand shaking clenching the straight key:

DDD SOS SOS SOS DDD CQ DE NMO NMO NMO SOS BT <DJNK's message>
BT ANY SHIPS IN AREA DIVERT AND ASSIST SIGNED US COAST GUARD
AR SOS

Dead silence reigned for minutes that seemed like hours. An awful, awful feeling of helplessness overcame me as I sat in that chair with the entire NMO crew standing in silence - all of us knowing at that very moment men were perishing in an icy ocean...

Already we had aircraft in the air heading to DJNK's position so I notified him:

SOS DJNK DJNK DE NMO NMO BT USCG AIRCRAFT LAUNCHED TO UR POSN
HOWS UR COND? K

SOS NMO DE DJNK HV TO LEAVE SHIP NOW TU OM FER <high pitched whine>

His transmitter had emitted a - a scream - it actually screamed. I turned to the Chief asking ``Is that...?'' ``Yes, the ocean water just flooded his radio room shorting out his transmitter and batteries.''

Throughout the night at 15 minute intervals I continued to send the Auto Alarm and the DDD SOS to no avail. At daybreak our aircraft reported seeing only debris: bales of hay, which was the cargo of DJNK; no lifeboats, no bodies, only debris.

Even to this day I sometimes hear, in my sleep, the scream DJNK's transmitter emitted that terrifying and horrible night. I pray that the crew of that ship rest in peace.

End of Part 6.

Jeff NH6IL
jeffrey@math.hawaii.edu

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 15:58:16 1994
Date: Thu, 6 Oct 1994 12:49:18 -0500 (CDT)
From: Kevin Anderson <anderson@ncrsun1.ncr.usace.army.mil>
Subject: ??? FT-243s in a VX0 ???
Message-Id: <Pine.3.89.9410061244.A25471-01000000@ncrsun1>

Question for you --

I just recently bought five FT-243 crystals from Bob, W0LPS, owner/prop. for CW Crystals (I'm another very satisfied customer). I ordered the xtals for my HW-16, but in the order asked him this question: whether FT-243s could be used in a VX0. I was thinking here of double duty with the xtals being also used in a QRP rig such as Ramsey's VX0 transmitter (uh huh, solid state, but...my main rigs are all BA).

His response: FT-243 is not good for VX0 use.

Why? To unstable? What should one use?

Thanks.

73 de Kevin KB9IUA

* * * * *
Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
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* * * * *
Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 15:51:26 1994
Date: Thu, 6 Oct 1994 12:23:04 -0500 (CDT)
From: Kevin Anderson <anderson@ncrsun1.ncr.usace.army.mil>
Subject: apologies...
Message-Id: <Pine.3.89.9410061259.A25365-0100000@ncrsun1>

Hey, gang,

I hate to inflict trouble on this group, but it appears that
inadvertently I periodically have wasted your bandwidth.
As such, then, let me APOLOGIZE with bowed head...

In my attempts to be a kind soul and help people understand
how to subscribe to the group when they fire off a message
to the alias, my replies have sometimes Cc:'d to the list.
The fault is all mine, although I'll try to shift blame to
my mailer.

You see, I use pine. I like pine alot except for one small
behavior pattern. When you reply to a message, it will
ask you quickly two questions:

include the original message? (Y/N)
(to which I almost always type Y)
reply to all recipients? (Y/N)
(here is where I make my mistake...)

In my usual quickness, I half the time hit a second Y when
I don't mean to. A Y here means a Cc: boatanchors. I mean
to say no to such personal replies, but, alas, it appears
periodically I don't.

Chalk it off to nervousness over my new job. Let me publicly
announce that I now a civil servant, a community planner/GIS
specialist, given tasks of watching over our great river, the

Mississippi. (Previously I was teaching, and still do that part-time in the evenings until they hire my replacement....) For some reason, I now regularly drop things on the floor, spill food on my pants, put open pens in my shirt pockets, get embarrassing headaches, type wrong keys on the computer, etc., all because I am now in an environment where my time is watched more closely and my boss, an old-time engineer, expects me to dress nicely :-).

So apologies for my wasted bandwidth, both in the past and likely (accidentally) in the future.

Back to our regular, more useful, programming....

73 BA DE KB9IUA (Kevin) SK

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
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U.S. Army Corps of Engineers or the Federal Government.

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 10:47:09 1994
Message-Id: <9410061337.AA28685@wrdis01.robins.af.mil>
Date: Thu, 6 Oct 94 09:37:54 -0400
From: lakeith@wrdis01.robins.af.mil (Larry CONTRACTOR Keith Mr.)
Subject: Augusta, GA, hamfest?

Anybody going to be at the Augusta, GA, hamfest on Saturday?

73,

Larry, KQ4BY

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 05:32:00 1994
From: vancleef@netcom.com (Henry van Cleef)
Message-Id: <199410060818.BAA17649@netcom17.netcom.com>
Subject: Hammarlund info wanted
Date: Thu, 6 Oct 1994 01:18:36 -0700 (PDT)

Subject: Hammarlund info wanted

Hi Folks:

I have tried to post to this list several times in the past week. I do

not get the list, but ftp it when sunsite.unc.edu agrees to respond---every couple of days or so. So I will ask for responses by E-mail.

I have been looking for an old general coverage communications receiver for SWL. I have been told that Hammarlund HQ-100, HQ-129X, HQ-150, and HQ-180 are suitable. I have leads on all four, but consider the HQ-150 the most likely as I am going to where it is next week.

I am familiar with Hallicrafters SX-28A, SX-42, SX-43, and National HRO and NC-173, and consider these the type of radio that I am looking for. I am a retired electrical engineer who designed this type of equipment when it was new, so need for restoration doesn't bother me.

What I want to know about are: Frequency coverage range, crystal filters if any, provision for single sideband (which the receivers I referenced don't have), audio setup, etc. Also, do these sets have problems (circuits that die, need for hard-to-get components, etc.)?

I hope this request will get out to the mail-list. Postings on usenet newsgroups have produced little usable information in making any decisions on what to make offers on, and I have spent so much time with this that none of the possibilities I had may be live any more.

Thanks in advance.

Hank (e-mail addresses in signature)

--

Hank van Cleef vancleef@netcom.com vancleef@tmn.com
The Union Institute History of Science and Technology

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 09:52:31 1994
Date: Thu, 6 Oct 1994 09:06:48 -0400
From: Michael Crestohl <mc@shore.net>
Message-Id: <199410061306.AA24526@shore.shore.net>
Subject: HOSSTRADERS Flea Market @ 9:00AM Friday Oct 7 - Saturday Oct 8th info.

Most of us here in NE are preparing for our regional New England flea market Hosstraders in Rochester NH Fairgrounds starting Friday Oct 7th at 9:00 AM! Its the best flea ever - really a big tailgate party with some good stuff cheap! Hard-core Hosstraders get there early on Friday and pay \$20.00 (until 3:00PM when it drops to \$5.00) to get a "good" spot to set up. There are usually some great deals on Friday. Saturday it starts at the crack of dawn and it gets pretty crowded by 10 AM. Sales are usually pretty good for those who are inclined to do so. I always have a table of stuff and right now I have many GRC-109 transmitters to find homes for. It starts

to wind down around noon and people start to head out around 2. The place is empty at 4.

The Hosstraders semi-annual flea market and tailgate fest is always a real winner. It seems that almost everyone goes home happy. So if you've never been to it (it used to be at the Deerfield NH Fair Grounds abd it was called Deerfield) take a drive up I-95 to Portsmouth NH then head north on Route 16 AKA the (Captain) Spaulding Turnpike to exit 13, turn right and into the Fairgrounds.

C'mon up and ENJOY!

Michael

KH6KD/W1

Alive and Well and living "By the sea - - - in Massachusetts!!!!" (cf: W1JS)

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 10:56:27 1994

Date: Thu, 6 Oct 1994 08:13:17 -0500 (CDT)

From: Kevin Anderson <anderson@ncrsun1.ncr.usace.army.mil>

Subject: Re: Request

Message-Id: <Pine.3.89.9410060848.A24349-01000000@ncrsun1>

On Wed, 5 Oct 1994, Tony Angerame - Sun SSE wrote:

>

> May I subscribe to this alias?

>

>

> Tony WA6LZH

>

Yes and no, Tony -- yes, when our list manager gets back from his extended family emergency, and no until then.

To get in line to subscribe, send a request to boatanchor-request@gnu.ai.mit.edu. Please include your name and preferred e-mail address in the message.

In the meantime, you can ready daily digests of the list provided by another list member to help people like you get through the interim period. Information is below.
73, Kevin, KB9IUA

-----clip here-----

>From kla@helios.augustana.edu Tue Sep 27 16:40:01 1994

Date: Tue, 27 Sep 1994 16:41:00 -0500 (CDT)

>From: "Kevin L. Anderson" <kla@helios.augustana.edu>

To: anderson@ncrsun1.ncr.usace.army.mil

Subject: BOATANCHORS Digests available (fwd)

----- Forwarded message -----

Date: Mon, 12 Sep 1994 15:02:27 -0400 (EDT)
>From: Stephen Modena <ab4el@Cybernetics.NET>
To: boatanchors@gnu.ai.mit.edu
Cc: modena@sunsite.unc.edu
Subject: BOATANCHORS Digests available

"BOATANCHORS" E-LIST AVAILABLE IN DIGEST FORM

The BOATANCHORS discussion elist has been running on auto-pilot for a while now. Formally, no new subscriptions--or un-subscriptions, have been possible...the list owner has not been available to manage it.

This message describes a method of pseudo-subscription. :^)

Anyone can post to BOATANCHORS simply by addressing their message to:

boatanchors@gnu.ai.mit.edu

and everyone on the "frozen" subscription list will receive a copy.

Now a daily digest (accumulation of all messages)--and three-day digest, are being posted daily in the following location:

ftp-site: SunSITE.unc.edu
directory path: /pub/academic/agriculture/agronomy
filenames: DAILY.BA, 3DAY.BA

Therefore, if you can retrieve the DAILY.BA file, you can actively participate in the BOATANCHORS discussion list, because you can both read with a one-day delay and write immediately.

There are several ways to obtain the DAILY.BA file.

- 1) If you have direct Internet access, do an anonymous ftp login, change to the appropriate directory and do a "get"...the DAILY.BA file is in ASCII format.
- 2) If you have GOPHER ability, do this:

gopher sunsite.unc.edu 70

and select the following sequence of menu options:

5: Worlds of SunSITE
4: Browse All Sunsite Archives
8: academic
3: agriculture
3: agronomy

and then choose the DAILY.BA menu option. This will open the digest file for reading. The gopher at SunSITE has a mail-back feature: press "m" while reading and a dialog will pop-up allowing you to enter your e-mail address. Voila! In a few moments, a copy of DAILY.BA will be in your mailbox. Quit out of gopher (keep hitting the "q" key).

- 3) For those with EMAIL ONLY...repeat for those with EMAIL ONLY, send a request for email delivery of the digest to:

modena@SunSITE.unc.edu

This last options is available on a very limited basis at the moment, but I am working to make it the primary way for anyone to obtain the digests daily.

This pseudo-subscription service is being done on a *hobby* basis... and therefore with no guarantee implied or expressed. Use it, but don't abuse it. :^)

de Steve AB4EL

-----end of insert-----
* * * * *
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* * * * *
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U.S. Army Corps of Engineers or the Federal Government.

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 22:48:52 1994
Date: Fri, 07 Oct 94 01:02:14 UTC
Message-Id: <75635@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: RT-524M 2M AM 4SALE

I have the above rig for sale, \$35.

Aircraft Radio Corp RT-524M, 136.00-149.95 Mhz AM transceiver

in 50kc steps (xtal banks).

With hand mic.

This is a mini BA, tube and transistor military aircraft radio for light planes.

I also have a photocopy of the manual.

reply here, or 318-989-3430

73 de tom n5off

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 17:30:00 1994
Date: Thu, 06 Oct 1994 16:05:18 EST
From: AMAZIN' JASON SUMMERS <summersj@kenyon.edu>
Message-Id: <009858BC.861C0960.1137@kenyon.edu>
Subject: subscribe

Jason Summers
Summersj@kenyon.edu

Thanks from kenyon's resident tube junkie

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 18:02:47 1994
Message-Id: <m0qszDM-000040C@next3.acme.ist.ucf.edu>
Date: Thu, 6 Oct 94 16:14 EDT
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Subscribe

Subscribe

From owner-boatanchors@gnu.ai.mit.edu Thu Oct 6 18:41:10 1994
Date: Thu, 06 Oct 94 15:46:02
Message-Id: <5322@ve3iem.ampr.org>
From: ve3iem@ve3iem.ampr.org
Subject: Thanks

Thanks to all who sent me subscription info. I have followed the advice and I await the results.

73, Ian If it's not thermionic it ain't radio.....